

On the Approach



Administrator's Message



Christopher Willenborg, Massachusetts Department of Transportation (MassDOT) Aeronautics Division Administrator.

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Greetings from the Massachusetts Department of Transportation (MassDOT) Aeronautics Division!

I think it is safe to say that springtime is finally here. After near record snow fall across the Commonwealth we finally are seeing those piles of snow and ice melt and green grass reappearing at our airports. Despite the frequent and challenging snow events during this winter season, three Massachusetts airports were recognized for their excellence in airport snow and ice removal operations. The prestigious Bal-

chen/Post Awards were awarded to the following airports:

- Boston Logan International Airport – Winner, Large Commercial Service Airport;
- Mansfield Municipal Airport – Winner, Small General Aviation Airport; and
- L.G. Hanscom Field – Honorable Mention, Large General Aviation Airport.

The Balchen/Post Awards are named after pioneering aviators Wiley Post and Col. Bernt Balchen and given each year to airports whose "snow crews" did ex-

emplary work in maintaining their airports in safe and operational conditions during the winter season. Congratulations to all!

On April 5, 2011, I had the opportunity to join Amy Lind Corbett, Regional Administrator of the New England Region Federal Aviation Administration; David Dinneen, Executive Director of the Massachusetts Airport Management Association; and Larry Jorash, President of the Massachusetts Business Aviation Association, in providing a statewide airport and aviation update to the members of the Massachusetts Aviation Caucus at the State House. It was the perfect opportunity to share with the state legislators the recently completed Massachusetts Statewide Airport System

Plan (MSASP) for the 37 public-use general aviation airports in the Com-



The prestigious Balchen/Post Award was awarded to Boston Logan International Airport (above) and Mansfield Municipal Airport (right)



for excellence in airport snow and ice removal operations. Congratulations!

The Aeronautics Division's mission is to promote aviation throughout the Commonwealth while establishing an efficient integrated airport system that will enhance airport safety, economic development, and environmental stewardship.

monwealth. Over the past 16 months, the MSASP Project Management Team (PMT) worked diligently on this essential planning document for the MassDOT Aeronautics Division. The PMT developed a systematic approach to the study including the establishment of the project mission, goals, and performance measures. As part of that effort, we developed four airport role categories (right) and determined the infrastructure needs to meet the current and future facility service objectives.

One of the major outcomes of the MSASP is that the necessary financial investment into the statewide airport system infrastructure will be approximately \$1,000,000,000 over the next twenty years. In order to address this financial challenge, we will need to work closely with all of our public and private sector transportation partners in developing innovative and creative ways to meet the shared goals of this study for general aviation today and into the future. The pie chart below-right identifies the cost breakdown by airport role category.



Commercial Service/Scheduled Charter Airports accommodate commercial passenger service (including scheduled charter) in addition to air cargo and a complete range of business aviation activities. They accommodate commercial aircraft commensurate to the level of service employed and permitted, as well as all types of general aviation aircraft including corporate jet and multi-engine activity.



Corporate/Business Airports serve a primary role in regional economic activities, connecting to state and national economies. They accommodate a full range of regional and local business activities, as well as most types of general aviation aircraft including corporate jet and multi-engine activity.



Community/Business Airports serve a primary role in local economies, focused on supporting a variety of general aviation activities such as business, emergency service, recreational, and personal flying. They accommodate smaller general aviation aircraft including some multi-engine, but mostly single-engine aircraft.



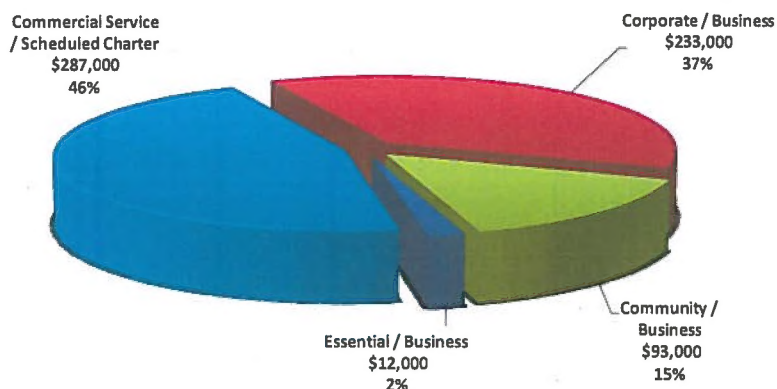
Essential/Business Airports serve a supporting role in local communities and economies. They facilitate essential local business activities and emergency service access, as well as serving recreational and personal flying activities. They primarily accommodate small general aviation single-engine aircraft.



Lastly,
I
would
like to
sin-

cerely thank the PMT and the consultant team for their dedicated and conscientious efforts throughout the study (left). ■

| Project Management Team (PMT) |
|---|
| Federal Aviation Administration (FAA) |
| MassDOT Aeronautics Division |
| Aircraft Owners and Pilots Association (AOPA) |
| Delta Airlines / Air Transport Association (ATA) |
| Former Massachusetts Aeronautics Commission (MAC) |
| Massachusetts Airport Management Association (MAMA) |
| Massachusetts Office of Business Development (MOBD) |
| Massachusetts Port Authority (Massport) |
| MassDOT Office of Transportation Planning (OTP) |
| National Business Aviation Association (NBAA) |
| Consultant Team |
| Airport Solutions Group, LLC |
| Wilbur Smith Associates |
| The Louis Berger Group, Inc |
| Planners Collaborative, Inc. |
| GZA GeoEnvironmental, Inc. |



Summary of MSASP Costs, by Airport Role 2010-2030 (in thousands)

Just Plane Folks - Featuring Steven L. Rawding

By: Katie R. Servis (MassDOT Aeronautics Division)

Picture this - an eight year old boy with his "little boy's regular" haircut (a description Steve commonly uses to portray his typical trim from the local barber) sitting at his parent's kitchen table dreaming about airplanes and creating images of various aircraft using pencils and Crayola Crayons. Or better yet, an 11 year old boy fussing with his gas-powered model airplane in his back yard! Who is this boy, it is our one-and-only Steve Rawding and these are his earliest aviation related memories.

As a young boy he remembers flying with his father from Boston's Logan International Airport to New York City's LaGuardia Airport in a Northeast Airline's DC3. Steve loved how small everything looked on the ground from a few thousand feet up in the air and the thrill of just flying.

As a young man he set his sights on a college education and fortunately he stumbled across the aviation program offered at North Shore Community College (NSCC). As soon as he looked at the curriculum, that was it, he knew his future would forever revolve around the aviation industry! He enrolled in the two-year professional pilot program NSCC offered then finished with a degree in Business Administration from Boston University.

As a college student Steve took flight lessons from the now closed Haverhill Riverside (Haverhill, MA) and Tew-Mac (Tewksbury, MA) Airports as well as Beverly Municipal Airport and received various certificates and ratings including:

- A private pilot's certificate to operate single-engine aircraft in 1971;
- A commercial pilot's certificate with an instrument rating in 1973; and
- A multi-engine rating in 1975.

Such certificates and ratings provided for some interesting summer jobs including:

- Fish spotting for the fleets headquartered in Gloucester, MA where Steve flew from Beverly Municipal Airport to the nearby offshore areas of Rhode Island, Massachusetts and Maine; and
- Banner towing out of Norwood Municipal and Cape Cod Airports (Marstons Mills) with advertisements trailing in the breeze during baseball games at Fenway, football games in Foxboro, and busy summer weekends over local Massachusetts beaches.

Soon after graduation Steve landed a job with Delta Airlines at Boston Logan International Airport and stayed with them for 30-years. During his time with Delta, Steve held various positions all from Logan International Airport: from a ramp agent throwing bags and dumping lavatories to an airline operations agent where he completed weight and balance calculations, weather briefings, and gate assignments. He also completed an 8-month stint in Delta Reservations, an area that Steve says he was not too fond of!

While Steve worked for Delta, he married and raised two boys (Bryan and Nathan) with his wife Gale. With a family to support and more bills to pay, flying for Steve became a thing of the past until 2006, when he began working as an airport planner for the

Massachusetts Aeronautics Commission (now the MassDOT Aeronautics Division) he also started flying again!

In addition to Steve's airport planning tasks, he is also our aviation education outreach guru. Steve loves teaching students about the aviation industry and the endless career possibilities. Steve shares his experiences with students from pilot, to airline agent, to airport planner. You will also see Steve attending career days hosted at various middle and high schools throughout the Massachusetts area and at weekend airport fly-ins during his own free time. Steve is also MassDOT Aeronautics Division's lead organizer and contact for the annual Aviation, Maritime and Transportation Education Expo held at Logan, the Aviation Art Contest, and most recently, the Real World Design Challenge.

Steve, still touting his "little boy's regular" haircut, continues to have that eight year old boy enthusiasm for aviation and makes it a point to fly when he can by renting a Piper Warrior from Beverly Flight Center out of Beverly Municipal Airport. ■



Steve Rawding manning the booth at the April 2011 Aviation, Maritime and Transportation Education Expo hosted at Logan by the Massachusetts Port Authority.

Aeronautics Division's Airport Recycling Initiative

By: Katie R. Servis (MassDOT Aeronautics Division)

Airports throughout the Commonwealth are taking steps to "green" their operations. They are installing solar panels, energy efficient light fixtures on the airfield and in airport buildings, using low-emission vehicles in their fleets and recycling. Such sustainability practices being implemented at the airports across the Commonwealth indicates that they recognize the need to balance environmental, economic, and social concerns while operating and developing their facilities.

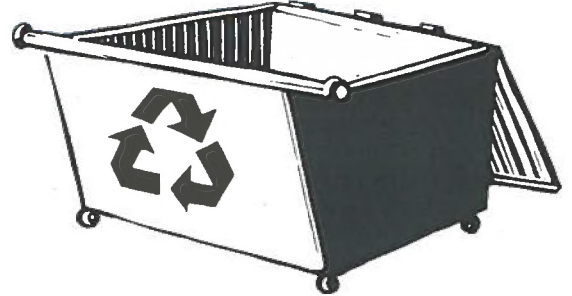
In June 2010, the Massachusetts Department of Transportation (MassDOT) adopted the GreenDOT policy, which is a comprehensive environmental responsibility and sustainability initiative designed to make Massachusetts a national leader in greening the state transportation system. The policy has three primary goals (please review the Policy's Directive at <http://www.massdot.state.ma.us/main/Documents/HealthyTransportationCompact/P-10-002.pdf>), which are:

1. Reduce greenhouse gas (GHG) emissions;
2. Promote the healthy transportation options of walking, bicycling, and public transit; and
3. Support for smart growth development.

The GreenDOT sustainability initiative is a priority focus in all MassDOT divisions. In fact, each division has identified initiatives within their respective transportation sectors designed to promote the primary goals of the GreenDOT policy. The Aeronautics Division is focused on airport recycling as a sustainability initiative that can be easily implemented at all the public-use airports within the Commonwealth.

Recycling turns materials that would otherwise become waste into valuable resources. And, it yields environmental, financial, and social returns in natural resource conservation, energy conservation, and pollution prevention. Airport recycling is also an easy first step for an airport wishing to "green" its operations. Therefore, the Aeronautics Division has chosen airport recycling as their sustainability initiative with the goal of implementing a formal recycling program at ALL 36 public-use airports across the Commonwealth (Massport facilities excluded).

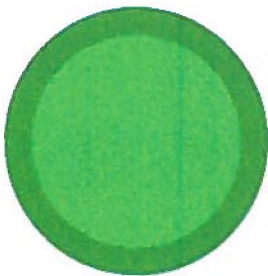
Fortunately for the MassDOT Aeronautics Division, recycling efforts are already being implemented by many of the airports. A recent survey answered by 31 of the 36 public-use airports within the Commonwealth indicates that 71% (or 22 of the 31 airports that responded to the survey) have recycling programs in place and 12% have written policies. This is a great effort! The Aeronautics Division's next step is to develop a written airport recycling program template that can be used by each airport within the Commonwealth to develop their own written plan. ■



GreenDOT's Environmental Fact Sheet...

Featuring Tanner-Hiller Airport with a homemade solar thermal panel used to heat the airport's maintenance and storage hangar

By: Katie Servis (MassDOT Aeronautics Division)



As indicated above, GreenDOT is the Massachusetts Department of Transportation's (MassDOT's) comprehensive environmental responsibility and sustainability initiative designed to make MassDOT a national leader in "greening" the state transportation system. As a member of MassDOT's Sustainability Committee, I, as well as others within the Committee have been developing fact sheets that highlight "green" initiatives or projects that have been implemented within the transportation system. In past issues we featured the "green" initiatives associated with the new terminal building constructed at Nantucket Memorial Airport and the 10 kW solar panel system recently installed at Northampton Airport on the roof of one of their hangars. In this issue, our featured fact sheet includes the efforts to reduce

GHG emissions at Tanner-Hiller Airport by developing a homemade solar thermal panel used to heat the airport's maintenance and storage hangar. See the GreenDOT Fact Sheet on the following page. ■

Aircraft Hangar Solar Thermal Panel at Tanner-Hiller Airport

Description

Project Name: MAINTENANCE HANGAR SOLAR THERMAL ENERGY PANEL - at Tanner-Hiller Airport

The Tanner-Hiller Airport, a privately-owned/public-use airport, is committed to helping the environment and installed a solar thermal energy panel system on their maintenance hangar wall. The system was designed and built by airport manager, Bob Burchard. Mr. Burchard turned a south facing section of the building wall into a low cost solar collector. He painted the exterior metal wall black to absorb the sun's heat then placed a Plexiglas panel in front of the painted wall a few inches away. The wall's black surface acts as a heat absorber and heats the layer of air between the wall and the Plexiglas. The heated air is then drawn into the hangar via a small oscillating fan.

According to Mr. Burchard, the airport no longer needs to heat this building with oil as the solar thermal system sufficiently warms the space to a temperature of 50 - 60 degrees Fahrenheit.

GreenDOT Goals and Targeted Outcomes:

1. Reduce greenhouse gas (GHG) emissions

The Airport can eliminate all carbon producing elements by using this solar thermal system

2. Promote the healthy transportation options of walking, bicycling, and public transit

Not applicable to this project

3. Support smart growth development

Not applicable to this project

Actions to Date

Responsible Agencies:

Tanner-Hiller Airport

Contact Person(s)/Phone #/Email:

Bob Burchard, Airport Manager, 508-867-3585

508-450-5953 burchardaviation@aol.com

Partner Agency Contact:

Katie Servis, MassDOT-Aeronautics Division 617-412-3690

Katie.servis@state.ma.us



FAA Waypoint

Michelle Ricci provides airport sponsors with the following guidance when applying for federal assistance for airport projects...

By: Michelle Ricci (Wildlife Hazard Program Manager/ Environmental Protection Specialist, FAA, New England Region)

On December 22, 2010 the President signed the legislation that gives the Federal Aviation Administration (FAA) the authority to make a new obligation under the Airport Improvement Program (AIP) through March 31, 2011. The legislation was subsequently extended several times and as of press time no further information was available for an extension beyond April 15th. However in the interim, airport sponsors are encouraged to proceed forward with their improvement plans and funding requests for Fiscal Year (FY) 2011. The following provides guidance for airport sponsors regarding entitlements and submission of AIP applications for federal assistance.

Guidance to Sponsors on Entitlements

Airports had approximately half of the full year entitlement in FY 2011 available for airport grants prior to March 31, 2011. As in 2010, airport sponsors have three options to use their entitlements and prior year carryovers. They are the same options sponsors have when declaring their intent to use entitlements. Sponsors can:

1. Declare non-expiring entitlement as carryover for future use in FY 2012;
2. Use the current available funds in accordance with the published Federal Register Notice (dated February 3, 2011) to take a grant; or
3. Hold on to their entitlements past March 31, 2011 for use in a possible follow-on FY 2011 program. If Congress does not extend the AIP authorization past March 31, 2011 those entitlements will not be recorded as a carryover and would not be available to the sponsor in the future. Keep in mind that in FY 2008, FY 2009, and FY 2010, Congress has extended our program.

Guidance for FY 2011 AIP Applications

The application for federal assistance form (SF-424) was revised by the Office of Management and Budget (OMB) and expires March 31, 2012. This form can be located on FAA's website:

<http://www.faa.gov/airports/resources/forms/index.cfm?sect=aip.payments> and should be used with any supporting documentation (see **General Guidance for Submission of AIP Applications** below) when applying for federal assistance for your airport eligible project. Additionally, the Sponsor Grant Assurances have been updated and the current document can be located on the FAA's website: http://www.faa.gov/airports/aip/grant_assurances. These assurances are required to be submitted as part of the project application by sponsors requesting funds under the provisions of Title 49, U.S.C., subtitle VII, as amended. Also check the FAA's website for the current Advisory Circular (AC) Checklist, since the date of the checklist is to be placed in item #34 of the Sponsor Grant Assurances. The AC Checklist is towards the bottom of the following website: <http://www.faa.gov/airports/aip>.

Airport sponsors who have not declare their intention to carryover the entitlements must have provided a written indication (or e-mail) by May 1, 2011 to Jean LoGiudice, Airports Program Specialist, that they will either carryover or use their FY 2011 entitlements by submitting a grant application by May 1, 2011.

General Guidance for Submission of AIP Applications

Federal Aviation Administration New England Region ANE-600 requests airport sponsors to submit three AIP applications (SF-424 forms and grant assurances - two of which must have original signatures) along with one set of sponsor certifications including:

- Certification of Consultant Selection Form (needed for all project types: planning, environmental, land, equipment and construction);
- Sponsor Certification for Projects, Plans and Specification Form (needed for construction, equipment acquisition, and sound insulation projects);
- Sponsor Certification for Equipment, Engineering, and Construction Contracts Form (needed for construction and equipment acquisition projects);
- Sponsor Certification for Project Final Acceptance Form (needed for construction and equipment acquisition projects); and
- Sponsor Certification for Real Property Acquisition Form (only needed for property acquisition projects).

Additionally, the following should be included with each AIP application:

- Drug-Free Workplace Certification Form (needed for all project types: planning, environmental, land, equipment and construction);
- Certification of Contracts, Grants, Loans and Cooperative Agreements Form (needed for all project types: planning, environmental, land, equipment and construction);
- Exhibit A Certification - certification is used with three copies of the full size (D size drawing). The Exhibit A drawing is not required for all projects but is needed for construction and land acquisition projects;
- Statement on Environmental Status in accordance with FAA Order 5050.4B (e.g.: Categorically Excluded, Finding of No Significant Impact issued, etc);
- Statement on coordination with users;
- Statement on Disadvantage Business Enterprise (DBE) status (e.g.: exempt, plan approved, approved goal % for project, etc);
- Statement regarding coordination with state agency, where applicable; and
- Statement indicating that the federally funded construction projects were coordinated with Federal Fish & Wildlife; State Historic Preservation Officer and/or Tribal Historic Preservation Officer (where applicable); and where applicable, Coastal Zone Management (CZM). This statement is separate from Executive Order (EO) 12372 for intergovernmental coordination and review of federal programs and actions coordination.

Sponsors must also have their DUNS number registered in the Central Contractor Registration (CCR) database prior to receiving a grant offer. The link is <https://www.bpn.gov/ccr/def>. For more information contact our office at 781-238-7600 and speak to our Airport Program Specialists, Jean LoGiudice or Priscilla Scott. ■

Smart Driving Tips

Ron Killian with MassDOT's Highway Division provides our airports and their tenants with smart driving tips for the summer
By: Ronald Killian (Manager of Environmental Permits & Procedures - MassDOT Highway Division)

With the summer driving season approaching and gas prices rising again toward \$4 per gallon and higher, what's a driver to do? You do not have to buy a hybrid vehicle to save yourself money. However, you can become a Smart Driver who follows ecodriving tips and change your driving behavior. Not only will you save on fuel expenses and improve your fuel economy by up to 33%, but simultaneously you can help reduce carbon and other air quality emissions, your total miles traveled, our nation's oil dependency, traffic congestion, vehicle and road wear and tear, property damage, injuries and deaths, and insurance and medical costs.

To support the Commonwealth's Global Warming Solutions Act, Clean Energy & Climate Plan for 2020, and our GreenDOT initiative described in the last two issues of "On The Approach," MassDOT and the Executive Office of Energy and Environmental Affairs will be launching a statewide SmartDriving Program later this year to educate our citizens in how easy it is to generate all these monetary and environmental benefits.

But wait! You can get a jump on these benefits by becoming a SmartDriver now. Here are some basic SmartDriving tips that you can use right away: Join the "Mass Attack on Fuelishness". For more Smart Tips to keep you "in the green," go to www.eot.state.ma.us/gastips.



Basic SmartDriving Tips

| | |
|---|---|
| Avoid idling (idling = ZERO mpg) | Use Fast Lane pass |
| Go easy on the brake and gas pedal | Use cruise control (gain an average 7% fuel savings) |
| Remove excess weight (every 100 lbs. can decrease mpg by 2%) | Use fuel-efficient tires |
| Keep rolling in traffic | Observe the speed limit (60 mph = optimum highway speed) |
| Maintain a steady speed | Drive less (use transit, carpools, bicycling, and walk more) |
| Check tire pressure monthly (mpg can improve by 3%) | Plan and combine trips |
| Tighten gas cap (avoid losing up to 30 gallons/year) | Drive courteously |
| Keep engine tuned and air & oil filters maintained (can improve mpg by 4-10%) | Use air conditioning above 40 mph, open windows below 40 mph. |

Marlborough High School Students Win the State 2011 Real World Design Challenge

By: Katie R. Servis (MassDOT Aeronautics Division)

They call themselves “Team Pizzazz” and pizzazz is what this student team truly has! The combination of energy and style in this highly motivated and well spoken team of eight from Marlborough High School won them the title of “State Champions” for the 2011 Real World Design Challenge (RWDC).

The RWDC is an annual competition that provides high school students, grades 9 – 12, with the opportunity to work on real world challenges that face one of the Nation’s leading industries. The challenge is aimed at enhancing science, technology, engineering and mathematics (STEM) education in high schools. The focus of this years challenge was aviation fuel efficiency to reduce green house gas emissions.

The team’s challenge was to design a more efficient wing for the Boeing 737 aircraft that would not only improve operational performance but would also increase fuel efficiency so that the design was more environmentally friendly. To solve the problem, the team came up with several conceptual designs for the wing and soon determined that in order to increase fuel efficiency a reduction in wing weight and the drag coefficient would be necessary for the wing’s design. Multiple possible solutions to the problem were identified: five possible solutions to reduce weight, which consisted of using different materials for the wing’s skin and/or redesigning the fuel tank and seven solutions were identified to reduce drag, including a dimpled skin design, which the students were eager to analyze after watching a program that incorporated dimples (similar to those used on a golf ball) on an automobiles body to increase fuel efficiency. After examining various possibilities, the team was able to narrow and refine their solution. Their final wing design included a skin made of 15 percent aluminum (located on the leading edge only) and 85 percent dimpled (upper surface only) carbon fiber. The combination of the aluminum/dimpled carbon fiber material produced a light weight yet strong wing while the dimpled surface allowed for reduced drag by minimizing air flow separation around the upper surface of the wing.

With this well thought out design, Team Pizzazz did well amongst tough competition, which consisted of 8 other Massachusetts high schools and 9 student teams. The eight students of Team Pizzazz worked incredibly hard on their design but they also recognized their adult mentors, teachers, the Marlborough IT Department and the Massachusetts state coordinator for assisting them throughout the process.

- Mentor’s included **Bob Stetson** (Owner and Operator of Marlborough Airport) and **Elizabeth Dass** (Project Manager for JDA Associates and mother of Team Pizzazz student Rachel Dass);
- Teachers included **Ken Hanson** (Team Pizzazz Coach), **Michael Kennedy** (Advanced Physics), **Paul Duplessis** (Computer Design), and **Kathy Richov** (Coordinator of the Science, Technology and Engineering Department at Marlborough High School and Team Facilitator);
- Computer support, which was essential and much appreciated, included **Mark Gibbs** (Marlborough IT Director) and **John Burke**; and
- State Coordinator which included **Steve Rawding** (MassDOT Aeronautics Division).

With the state championship in hand, this winning team headed to Washington, D.C. on Friday April 15, 2011 to compete nationally against the other state champions in the IMAX theatre at the National Air and Space Museum. With 40 states represented, the competition was tough! Team Pizzazz fought hard for top honors but in the end judges chose Connecticut, Kansas and Washington State as the top contenders with the Xavier Falcons of Middletown CT winning the national championship.

MassDOT’s, Steve Rawding, who attended the National Challenge with Team Pizzazz said, “The whole event really lived up to its name as it was a truly a lesson in real world challenges. It offered [the students] an opportunity to work with real professional engineering software programs to bring their design to the final presentation stage. Additionally, the students were able to interact with real world leaders in the industry, in government and in education.” One of the teams mentor’s, Bob Stetson, said it best, “Disappointed, yes. Discouraged, no! A loss in Washington in no way diminishes the remarkable achievement of this great team of teachers and students. Let’s all applaud them in our hearts.” See www.realworlddesignchallenge.org. ■



Pictured (l-r) are Ken Hanson, teacher/coach; Christopher Ortiz; Rachel Dass; Alec Deveau; Matthew Bailey; Jessica Mendoza; Nicholas Strella; William Andrade; Michael Kennedy, teacher; Matthew Whitmore; and Paul Duplessis, teacher.

The Aeronautics Division Starts an Aviation Internship Program

Two students enrolled in area aviation programs were recently chosen for the Aeronautics Division Internship

By: Katie R. Servis (MassDOT Aeronautics Division)

Undergraduate student internships are the best way to introduce college students to various career opportunities available within their chosen course of study. Internships provide students with an opportunity to enhance their scholastic knowledge with a real day-to-day professional learning experience. In fact, a number of MassDOT Aeronautics Division staff started their careers as interns which proved to be rewarding hands-on learning experiences. Because of these valuable experiences, the MassDOT Aeronautics Division staff wanted to give back to the aviation student community by providing deserving individuals with the same opportunities. Therefore, an unpaid six month internship program was created with the following purpose in mind:

To help the MassDOT Aeronautics Division with various assignments related to the operation, planning and administration of the 36 Public-Use Airports within the Commonwealth of Massachusetts and to give a deserving college student the ability to enhance their scholastic aviation knowledge with a real-world professional learning experience in airport management and public administration.

The internship program was developed in partnership with staff from the aviation programs at North Shore Community College (John Bosco, Aviation Sciences Program Coordinator) and Bridgewater State University (Greg Bongiorno, Aviation Manager). It has been designed to provide students with the opportunity to learn more about: MassDOT Aeronautics Division's management and operational philosophy; government, airport and public relations; statewide programs including the statewide airport system plan and economic plan; airport funding and grant programs; airport obstruction analysis; airport inspections, maintenance and construction procedures; airport design and engineering; airport land use and master planning; and airport environmental planning. This will be accomplished by having the students attend training sessions with Aeronautics Division staff members as well as attending various airport and Federal Aviation Administration (FAA) meetings, airport site visits and airport inspections so that they can see their area of study used in a real environment.

During the month of February 2011 resumes were collected and scored and in March the Aeronautics Division staff conducted interviews. Two students were ultimately selected to join our aviation family: Gilberto Cardenas and Thomas Ocloo.

Gilberto "Gil" Cardenas, a resident of East Boston and student at North Shore Community College, where he is majoring in Aviation Management, joined the Aeronautics Division on April 4, 2011 and will be with us until September 2, 2011. Gil's studies have included aviation law and safety, private pilot ground school, human factors, business marketing and small airport operations. Gil is also taking flight lessons towards his private pilot's certificate at Beverly Municipal Airport and is a member of the Aircraft Owners and Pilots Association (AOPA). Mr. Cardenas will be transferring to Bridgewater State University in the Fall to continue with his aviation management studies.

Thomas Ocloo, originally from the West African country of Ghana and now a resident of Worcester, joined the Aeronautics Division on May 3, 2011 from Bridgewater State University. Thomas will be graduating from Bridgewater this May with a Bachelor of Science degree in Aviation Science (Aviation Management Concentration). Thomas' studies have included an introduction to Federal Aviation Regulations, airport and airline management, air traffic control, private pilot ground school, aviation safety and weather, aircraft navigation, flight planning, aircraft weight and balance, aircraft performance, aircraft communications, and graphic design. Thomas is also an AOPA member, a certified Flight Dispatcher, and is currently taking flight lessons towards his private pilot's certificate at New Bedford Regional Airport. Mr. Ocloo's internship will be condensed into a four month program (ending in August 2011) because he will be working on his Master of Science degree in Florida from Embry-Riddle Aeronautical University (Aviation/Aerospace Operations). Congratulations Thomas!

These young professionals are the industry's future and it is up to the industry to step forward and provide these aviation students with a chance to immerse themselves in the day-to-day activities of the industry. Please join the Aeronautics Division staff in welcoming and educating our interns! ■



Gilberto "Gil" Cardenas (above) and Thomas Ocloo (right) were recently chosen for the new internship program at the Aeronautics Division. Welcome!



Upcoming Events

| Date | Location/Time | Event |
|--------|--|--|
| May 7 | Minute Man Air Field (8:30 am) | Hangar Talk The first Saturday of each month, the Friends of Minute Man Air Field (FOMA) host a talk about a timely flying topic in Nancy's Air Field Café. Free coffee will be provided. Event Contact: Nancy's Air Field Café 978.897.3934 or http://www.nancysairfieldcafe.com/ |
| May 21 | New Bedford Regional Airport (10am - 4pm) | Fifth Annual General Aviation Fun Day Please join the Women in Aviation - Atlantic Aviators Chapter, the New Bedford Regional Airport Pilot's Association, and the New Bedford Regional Airport at the 5th Annual General Aviation Fun Day. Admission is free but donations are welcomed. Proceeds for the event will benefit the Atlantic Aviators scholarship fund for area students. Flight demonstrations and airplane rides will be offered (weather permitting). Event Contact: www.atlanticaviators.org/funday . |
| May 25 | Minute Man Air Field (7pm) | An assortment of TEQUILAS An assortment of tequilas will be paired with delicious food offerings from Nancy's Air Field Café. Be sure to sign up for the event. Event Contact: Nancy's Air Field Café 978.897.3934 or http://www.nancysairfieldcafe.com/ |

Massachusetts Airport Management Association 37th Annual Conference



MAMA CONFERENCE
SALEM, MA
October 19th-20th, 2011

SAVE THE DATE!

LOCATION: The Historic Hawthorne Hotel

MORE: This conference promises to be a *ghoulish* good time. The conference committee is working hard to put another *creepy* event.

We are working on another strong agenda bringing in national speakers, timely subjects, and useful information that you will use to help your successfully manage your airport. This event is for airport managers, engineers, airport commissioners, aviation businesses and contractors.

We will also have some spooky MAMA fun!

SO MARK YOUR CALENDARS!

Photo Wrap

On April 6, 2011, the Massachusetts Port Authority (Massport) hosted the Aviation, Maritime and Transportation Education Expo at the Delta Air Lines hangar at Boston Logan International Airport. The Expo started over 15 years ago as a collaborative effort by the Federal Aviation Administration (FAA) and Massport. Keynote speakers included Thomas Kinton, CEO and Executive Director of Massport, and Amy Lind Corbett, FAA New England Regional Administrator.

The Expo was a fantastic educational event that gave aviation community representatives the chance to introduce students to the opportunities and experiences offered by the aviation industry. Students were able to gaze a number of informational booths that were set up to showcase the diverse world



Steve Rawding, an Airport Planner with MassDOT Aeronautics Division and the office's aviation education spokesperson, was an exhibitor at the event and had no problem enticing students to learn to fly using the very popular flight simulator.



Tammie Irwin, Director of Safety and Compliance at Cape Air / Nantucket Airlines, is an enthusiastic exhibitor for the Aviation, Maritime and Transportation Education Expo and truly enjoys the educational outreach that this venue offers area students.

of aviation by various exhibitors such as MassDOT Aeronautics Division, Cape Air, Angel Flight, Bridgewater State University, National Aviation Academy, and U.S. Customs and Border Protection, to name a few. Students also had the opportunity to climb aboard some of the static displays present for the event such as various aircraft, airport operations vehicles, and a FedEx Cargo plane! More than 1,500 students from over 30 schools located in the Greater Boston and southern New Hampshire areas attended this years Expo! ■

Commonwealth of Massachusetts

Send suggestions for stories to the editor:
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